

PENINSULA RTPO REGIONAL GOALS AND POLICIES

The Peninsula Regional Transportation Planning Organization's (RTPO) regional goals and policies guide the actions that will be taken to ensure that the Regional Transportation Plan (RTP) results in tangible outcomes that improve the Region. They provide a clear, coordinated vision for the transportation system by providing a framework for transportation decision-making. The goals and policies were first adopted in the 1995 RTP and have been subsequently reviewed and revised by the Peninsula RTPO. Regional goals and policies should be complementary to local goals and policies (and vice versa), and are intended to serve as a guide to transportation planning while allowing for and supporting local variations.

Key Transportation Issues

The Peninsula RTPO's regional goals and policies reflect the key transportation issues as have been articulated at meetings that Peninsula RTPO representatives have held with Transportation Commission members, the Modal Directors from WSDOT, state legislators and others over the past years. Those key issues include:

- **Preserving and maintaining the system** to meet the demands of providing safe and efficient infrastructure.
- **Improving Peninsula Links** within the region as well as to/from the Peninsula (Hood Canal Bridge, ferries, highways, aviation) as well as connections for increased transportation demand to Canada. The system needs some "built-in" redundancy, as there is only "one-way-in and one-way-out" the region is dependent on the state highway system-primarily US 101, SR 104 (Hood Canal Bridge), and SR 3. Flooding, slide, extreme levels of seasonal tourist traffic, stresses the fragile nature of the peninsulas' environment, geology, and transportation infrastructure. In addition the state highways along with local primary arterials make up the backbone of the regional road system and serve multiple purposes and accommodate different types of travel. Internal links improvements and enhancements are needed to focus on maintaining and improving accessibility and mobility options available to people and freight.
- **Better partnerships** and better coordination/cooperation with internal and neighboring rural areas in competing for funding/grants and project prioritization (i.e. competing with urban areas for project funding).
- **Importance of funding projects**, in order to provide a safe and efficient regional transportation system need to optimize the resources available. Ensure transportation investments address the priorities of the region. Such as passing and climbing lanes on two-lane routes, such as US 101, replacing obsolete bridges, safety projects, i.e. widening of US 101 between Shore Road and Kitchen Dick Road, etc.
- **Improving the regional economy** (Peninsula RTPO economy is hugely dependent on tourism, the length of the transportation system, and the ability to get developers to invest in the peninsula). The economy of the peninsula region was historically resource-based; however, this has now changed with tourism now being a major contributor. With the loss of

resource-based jobs and revenue, the region needs to diversify its economy and ensure effective transportation corridors. This necessitates maintaining, preserving, and enhancing the transportation infrastructure in the rural areas, which will allow for increased economic opportunities, access to employment centers, and access to services.

- **Adequate funding for Rural Transit agencies and special needs transportation** is needed in order to provide safe, convenient, and cost-effective rural public transportation. The Peninsula RTPO places a high priority on enhancing rural transportation movement with multimodal facilities and services.
- **Freight mobility** on the Olympic Peninsula moves primarily by the highway system, requiring the need for passing and truck climbing lanes as well as truck pullouts.

The overall concept behind the development of the regional goals and policies is to provide a coordinated framework for facilitating long-range regional transportation planning; identifying issues, deficiencies, needed programs, and necessary improvements. Ultimately, the Peninsula RTPO, through the implementation of these goals and policies, would achieve coordinated travel between different modes; and regional and community (local) support for alternatives to single occupant vehicle (SOV) use in urban areas and for regional commuter travel.

The Washington Transportation Plan (WTP) acts as a blueprint for statewide transportation programs and investments. The WTP incorporates all facilities and modes of the transportation system through nine strategic key issues or fundamental topics. The Regional Transportation Plan (RTP), developed and adopted by the Peninsula RTPO, in turn seeks to act as a blueprint for local jurisdictions within the region to develop and coordinate regional transportation priorities to better serve the Region's needs as a whole. In developing the Peninsula RTPO goals and policies, the WTP's Nine Key Issues were evaluated and compared with the Peninsula RTPO's stated priorities. The two lists (shown in comparison below) demonstrate the consistency and compatibility between the regional and state plans.

Washington Transportation Plan	Peninsula RTPO
• System Preservation	Preservation and Maintenance •
• System Efficiency	Improving Transportation Links •
• Safety	Safety •
• Transportation Access	Public Transportation •
• Contributing to a Strong Economy	Improving the Regional Economy •
• Moving Freight	Freight Mobility •
• Building Future Visions	Importance of Funding Projects •
• Health and Environment	Bikes and Trails •
• Bottlenecks and Chokepoints	Improving Transportation Links •

Goals and Policies

Preservation and Maintenance

- Goal 1 Emphasize the preservation and maintenance of the existing system in order to protect investments already made into the system.

- Goal 2 Maintain and preserve transportation infrastructure in order to provide a safe operating system and access to regional services.

Improving Transportation Links

- Goal 1 Increase the efficiency of the regional highway system by maximizing use of existing facilities.
- Policy 1 Encourage land use and access control to preserve mobility on the regional transportation system.
 - Policy 2 Improve safety and mobility by constructing passing lanes and truck-climbing lanes on the regional highway system.
 - Policy 3 Encourage Transportation Demand Management techniques throughout the region.
 - Policy 4 Support the development and implementation of a regional access management system on regionally significant roadways.
 - Policy 5 Implement Transportation System Management (TSM) techniques, where appropriate, throughout the region.
 - Policy 6 Encourage cost effective and/or time saving travel alternatives to single occupant vehicles (SOVs).
- Goal 2 Make capacity improvements that are consistent with regional goals and policies.
- Policy 1 Support a corridor planning process.
- Goal 3 Develop a multi-modal transportation system that provides safe, economical, and convenient options for all modes.
- Policy 1 Minimize the walking distance between different modes at transfer points and, when feasible, provide the passengers with shelters, paths, and other facilities for safe, comfortable and convenient transfer conditions.
 - Policy 2 Coordinate schedules among modes (e.g. transit, ferry, airports, etc.).
 - Policy 3 Consider and, when possible, implement the following factors when developing transit transfer centers.
 - a) Locate transit transfer centers in primary and secondary centers.

- b) Promote multi-modal access, including a safe and efficient pedestrian/bicycle network, to transfer centers through development standards for adjacent projects.
 - c) Give high occupancy vehicles priority in traffic and ferry operations.
- Policy 4 Develop a regional park-and-ride lot system that implements the following factors:
 - a) Provide convenient/safe access for pedestrians and bicyclists and related facilities (e.g. bike racks, etc.) to transit.
 - b) Minimize adverse impact to adjacent land-uses.
 - c) Consider retail services at park and ride lots.
 - d) Coordinate with other parking lot owners, such as churches or movie theaters, to provide joint use park-and-ride lots.
- Policy 5 Encourage cost-effective and time efficient alternatives to the single occupant vehicle to maintain personal mobility while reducing vehicle trips.
- Policy 6 Encourage shared use of the roads or corridor by different travel modes.
- Policy 7 Encourage convenient transfers between modes.
- Goal 4 Encourage development of adequate roadway and transit connections to airports from existing major arterials streets, roads and highways.
- Goal 5 Resolve conflicts between airports and adjacent land uses through the comprehensive planning process for designating and siting of Essential Public Facilities.
 - Policy 1 Recognize the Region's air transportation needs by including in the Regional Transportation Plan, those airports identified in local comprehensive plans as essential public facilities.
 - Policy 2 Encourage future airport related development to be concentrated at the Region's existing airports as identified as essential public facilities in local comprehensive plans.
 - Policy 3 Utilize WSDOT Aviation Division's guidelines to help balance future airport expansion needs with adjacent land use growth.
- Goal 6 Ensure appropriate and reliable access to the Olympic National Park.

- Policy 1 Include local roads that provide access to the Olympic National Park as components of the Regional Transportation System.
- Policy 2 Work with the Washington State Department of Transportation (WSDOT), the Washington State Department of Fish and Wildlife (WDFW) and Federal agencies including the National Park Service, National Forest Service and Federal Highway Administration to plan for and construct appropriate and reliable access routes to the Park.

Public Transportation

- Goal 1 Encourage the adoption of local land use regulations that support transit-oriented development (TOD) within Urban Growth Areas (UGA), and facilitate the effective use of transit in rural areas between UGAs.
- Goal 2 Support cost and timesavings of high-occupancy modes so they are effective alternatives to the single occupant vehicle (SOV).
 - Policy 1 Support capital improvement projects that facilitate multimodal transportation services.
 - Policy 2 Target regional corridors for development of high frequency public and private ferry/transit multi-modal transportation systems.
 - Policy 3 Encourage employers to offer incentives for employees to use transit. Support demand management strategies such as, ride sharing, transit, staggered work hours, and other strategies.
 - Policy 4 Improve passenger-only ferry service.
 - Policy 5 Recognize ferry routes and vessels as a form of mass transit.
 - Policy 6 Where infrastructure exists, support opportunities for the potential to share freight rail lines for passenger rail opportunities.
- Goal 3 All transportation modes and facilities should be accessible to all persons.

Importance of Funding Projects

- Goal 1 Set transportation funding priorities to achieve established regional service objectives.
- Goal 2 Promote partnership funding through coordination of fiscal strategies for development of regional transportation infrastructure, i.e. road, bridge, transit facilities, etc..

Freight Mobility

- Goal 1 Provide a transportation system that facilitates freight mobility in support of economic vitality.
 - Policy 1 Identify freight corridors and ensure adequate funding for maintenance and expansion.
 - Policy 2 Recognize and enhance inter-modal freight connections.
- Goal 2 Provide for a safe and efficient transportation system for freight movement.
 - Policy 1 Promote plans; procedures and systems intended to provide safe freight movement and routing and to reduce accidents, vehicle breakdowns, spilled loads, or other events, which reduces roadway capacity.
 - Policy 2 Place greater emphasis on both transportation system management strategies and freight management strategies that enhance efficient goods movement.
 - Policy 3 Improve freight mobility on regional roads through construction of passing/climbing lanes, and truck pullouts on the regional highway system.

Improving Regional Economy

- Goal 1 Provide a transportation system that supports economic opportunities within the Region, and that is consistent with locally adopted comprehensive plans.
- Goal 2 Support the economic vitality of airports that are designated as Essential Public Facilities by identifying appropriate land uses at and adjacent to airports in local Comprehensive Plans and development regulations.
- Goal 3 Improve the quality of travel on the regional system.
 - Policy 1 Identify and protect outstanding scenic vistas visible from the regional transportation system, and enhance those vistas where appropriate and feasible.
 - Policy 2 Provide adequate facilities (including parking and traveler information) at appropriate locations such as vista points.
 - Policy 3 Encourage litter cleanup on the regional system.
 - Policy 4 Maintain the scenic byways on the regional transportation system.

- Policy 5 Provide enhanced roadway/informational/directional signing along the Regional Transportation system when appropriate and feasible.

Safety

- Goal 1 Improve travel safety on the regional system.

- Policy 1 Implement the recommendations of safety corridor studies.

- Policy 2 Encourage placement and operation of safety rest stops along the regional system.

- Policy 3 Provide for safe bicycle routes on the regional system

Bike & Trails

- Goal 1 Provide a range of non-motorized opportunities within the Regional Transportation System.

- Policy 1 Encourage access to all modes of transportation.

- Policy 2 Coordinate facility planning throughout the Regional Transportation System area.

- Policy 3 Encourage bicycle-friendly facilities (e.g. bus bike racks, bike lockers, etc.) at transit and ferry facilities, along designated bicycle routes, and at other appropriate destinations within the Regional Transportation System.

- Policy 4 Promote non-motorized transportation facilities to enhance tourism on a regional basis.

- Goal 2 Encourage the development of off-highway bicycle/pedestrian trail facilities as well as encouraging on-road bicycle facilities (e.g. bicycle lanes, shoulders, etc.).

- Goal 3 Incorporate and maintain bicycle and pedestrian facilities in transportation development on regional roads.